

CONFIDENTIAL 3

25X1

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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Finsterwalde Airfield

EVALUATION see below

PLACE OBTAINED

DATE OF CONTENT 23 March to 5 April 1952

25X1

DATE OBTAINED

DATE PREPARED 24 April 1952

REFERENCES

25X1

PAGES 3

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

REMARKS

25X1

25X1

25X1

25X1

25X1

1. At 2 p.m. on 23 March 1952, 3 DC-3s, 2 B-25s, 15 Pe-2s and 2 jet bombers were observed at Finsterwalde airfield. There was no flying. On 24 March, flying was started by jet bombers and B-25s at 9 a.m. There was a 6/10 overcast. On 27 March, source did not observe any air activity [] until 1 p.m. At 1 p.m., 15 Pe-2s took off in groups of three, five and seven planes, assembled over the field and headed north. The planes were not observed landing in Finsterwalde on this day. Between 8 a.m. and 4 p.m. on 28 March, local flying was practiced by jet bombers and B-25s. During the afternoon, aircraft practiced flying in groups of two. On 29 March, there was local flying by jet bombers and B-25s. Because of snow storms, the jet bombers discontinued flying at 1 p.m. and the B-25s, at 3 p.m. There was no flying on 30 and 31 March. On 31 March, source observed that the runway was free of snow. On 2 April, there was individual flying by jet bombers and B-25s. Between 8 a.m. and 3 p.m. on 3 April, there was flying. The sky was almost 10/10 overcast, and the cloud base was low. Between 10:45 and 11:52 a.m., the following air activity was observed from a point east of the runway:

10:45 a.m., a DC-3 took off, circled the field and then flew into the clouds

11:00 a.m., a jet bomber took off

11:06 a.m., a type-30 [] landed

11:15 a.m., a jet bomber took off

11:20 a.m., a jet bomber took off

11:21 a.m., a type-30 []

25X1

11:25 a.m., the engine noise of a conventional plane was heard

11:29 a.m., a type-30 []

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11:30 a.m., a jet bomber took off

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Air Ev

CLASSIFICATION

SECRET

Document No. 4

No Change In Class. ☐☐ Declassified

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11:31 a.m., a B-25 [] landed

25X1

11:38 a.m., a conventional plane took off

11:39 a.m., a type-30 [] landed

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11:40 a.m., a jet bomber took off

11:43 a.m., B-25 [] landed

11:46 a.m., type-30 [] landed

25X1

11:47 a.m., a conventional plane took off

11:52 a.m., B-25 [] landed

Jet bombers and B-25s practiced flying on 4 April between 8 a.m. and 3 p.m. and on 5 April until 1 p.m. []

25X1

25X1

2. Between 10 p.m. and midnight of 27 March, there was local flying by three biplanes which remained in the air from 5 to 20 minutes. The lighting facilities at the field were not switched on during the take-offs. A searchlight north of the runway was switched on for landings. A small white lamp under the fuselage of the plane flashed on several times as a signal to switch on the searchlight. The take-offs and landings were not performed on the runway but on the sodded strip north of the runway. Between 7:30 a.m. and 4:45 p.m. on 28 March, source observed [] that flying was practiced by type-27 and type-30 planes with extended landing gears and by B-25s. [] two type-27s, [] on a type-30 plane and [] a B-25. Jet bombers took off in groups of two at intervals of 20 seconds.

25X1

25X1

25X1

3. Between 8 and 11 a.m. on 1 April, source observed individual flying by jet bombers with extended landing gears. At 4:45 p.m. a type-27 plane was observed whose wheels had sunk deep into the ground north of the runway. At 6 p.m., 40 to 50 soldiers with 2 trucks and a sedan tried to raise the plane. The plane was still at the same place at 11 p.m. It was lit by two lamps. Between 9 a.m. and 4 p.m. on 2 April, [] flying by type-27s and type-30s. [] a type-27 and [] a type-30. On the same day, source observed that three jet bombers were covered with tarpaulins. First, the front air intake was covered with caps. Then the power plants were covered, subsequently the fuselage and at last the wings from their tips. (1)

25X1

25X1

4. On 25 March, a railroad worker shunted eight tank cars with fuel for jet bombers to the airfield. (2)
5. The antenna on the type-27 plane extends from the rear edge of the cabin to the rudder assembly. The type-30 plane has an antenna rod about 30 cm long and slanted to the rear at the trailing edge of its rear cabin. The antenna wire extends from this rod to the rudder assembly. (3)

6.

7. The radio installation with one part which was observed at installation 3 on 16 March was removed on 20 March. (1) The radio truck was in a shed. All the buildings of installation 1 were observed. (1) A radio installation

25X1

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3

25X1

25X1

8. On 4 April, source observed that the type-27 plane has an antenna which extends from the upper trailing edge of the cabin to the rudder assembly. An antenna rod about 20 cm long and slanting to the rear was observed projecting from the upper rear edge of the cabin. (3)

9. Trucks [redacted] occupied by soldiers wearing black-bordered blue epaulets were observed entering and leaving the field.

[redacted] Comments

(1) The information on air activity supplied by the two sources agrees with observations by another source. The report confirms the progress made by the two bomber regiments which are training with jet aircraft. The exact number of aircraft available at the field has not been determined by [redacted] because of the many hangars. On the basis of previous reports, about 80 Pe-2s and 8 to 10 jet bombers in addition to some D-25s, Li-2s and Po-2s are stationed at the field. The jet bombers [redacted]

[redacted] the bomber regiment in Brand. The aircraft [redacted] were turned over to the regiments in Finsterwalde by the bomber regiments in Bernau for training purposes. One of the six hangars is 60 meters wide and high enough for jet bombers.

(2) The arrival of railroad tank cars has not been reported [redacted] railroad tank car dispatch office.

(3) So far, it has not been definitely determined that the type-27 and type-30 aircraft have different antenna systems. However, the fact that two sources made the same observation may exclude an error in observation.

(4) For the key to the installation numbers, see town map submitted with [redacted] For a detailed sketch of installation 1, probably a bomber corps and bomber division headquarters, see Annex.

25X1

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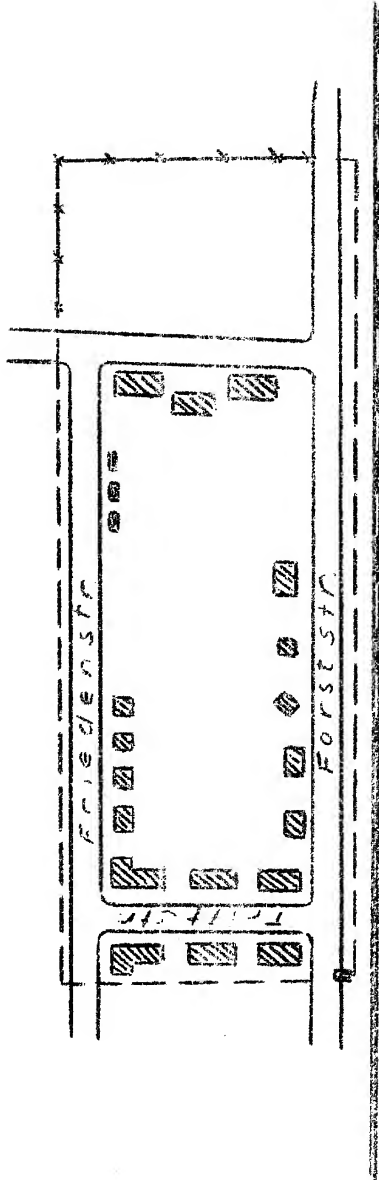
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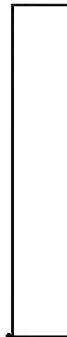
Finsterwalde Restricted Area

Designated as Item 1 in Annex No. 3



wooden fence
barbed wire

not to scale



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